

Montana and the sky



Department of Transportation - Aeronautics Division

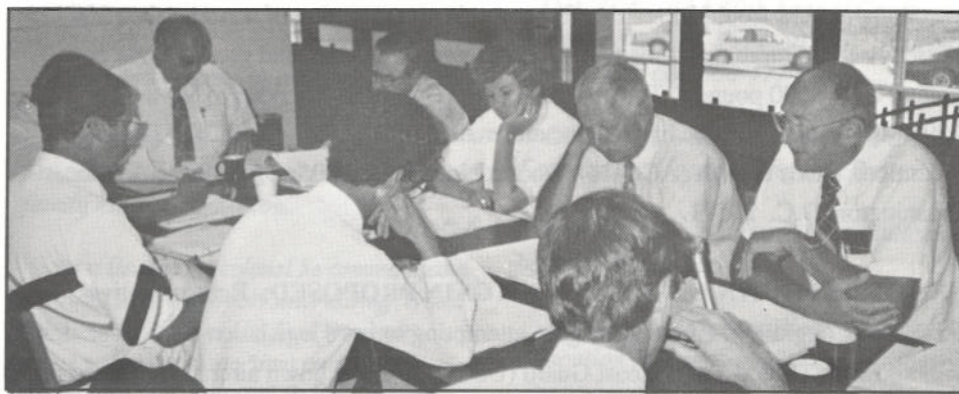
Vol. 41, No. 9 September 1991

Aeronautics Board meets at Yellowstone Airport

The Montana Aeronautics Board conducted a meeting August 9 at the Yellowstone Airport. Topics of discussion included updates of division operations along with current aviation issues, and discussion with new Department of Transportation Director John Rothwell, Deputy Director, Bob Champion, and the West Yellowstone Airport Advisory Board.

Rothwell told the board that the division faces serious financial problems and that program spending cuts will have to be made in order to keep expenditures within the confines of revenue. He cited many division programs that need to be reviewed. Rothwell told the board to be prepared to address budget and program cuts at the next board meeting.

The West Yellowstone Airport Advisory Board (WYAAB) and Mayor



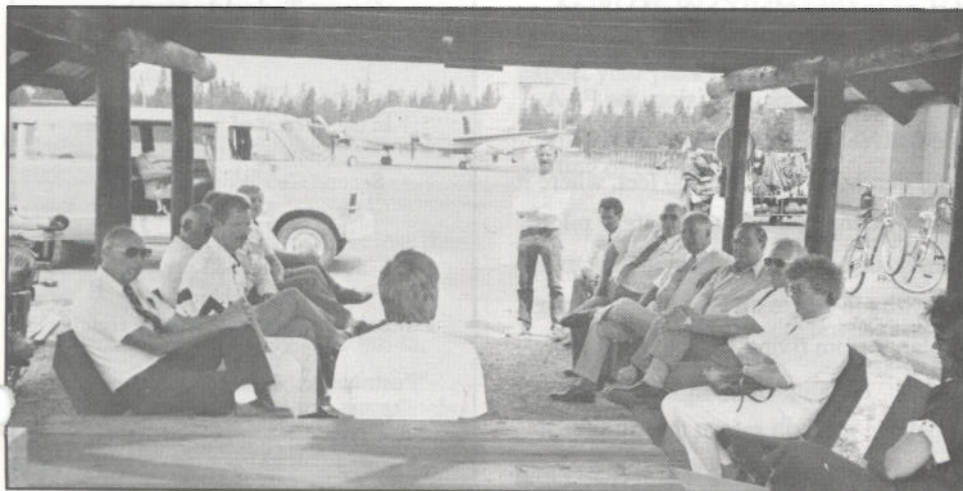
Carolyn Colman were invited to the meeting to continue the September 1990 discussion about the possibilities of the Aeronautics Division turning the Yellowstone Airport over to the town to operate. Mayor Colman and her Airport Advisory Board told the Aeronautics Board they are in no position to assume the obligations of operating the airport, and that finding the personnel and time to

undertake such a project is not feasible for the town people. The WYAAB feels state government should live up to the commitment made to the federal government to operate the airport.

Rothwell said he was having the department attorneys look at the legal implications of closing the airport if the local government is not willing to take it over. The two boards agreed to a future meeting and the town will hold a public hearing to solicit comments from the community residents.

A tour of the facilities at the airport was conducted. Wayne Williams, U.S. Forest Service, Missoula Jump Center, presented an entertaining and educational briefing and tour of the Yellowstone smoke jumper facilities.

The next meeting of the Aeronautics Board is scheduled to begin at 1 pm, October 10, and continue through October 11 in Helena. The public is welcome to attend. ♦



Administrator's column

EPA DECISION ON AIRCRAFT FUEL STILL PENDING: The Environmental Protection Agency (EPA) is still considering whether or not piston aircraft engines requiring leaded fuel fall under the leaded fuel ban in the Clean Air Act. The issue is before the General Counsel for review and a decision it is not expected soon.

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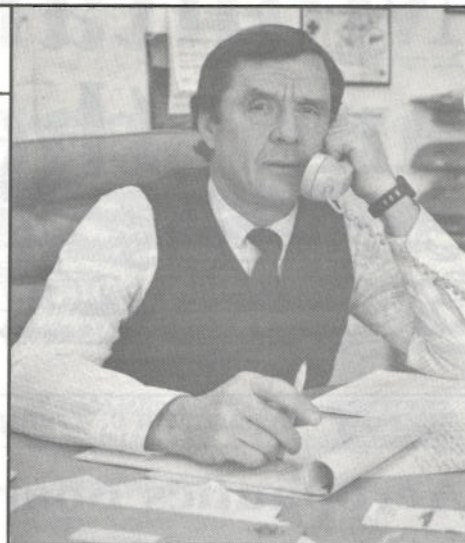
FAA EXTENDS COMMENT DEADLINE ON PRIMARY AIRCRAFT: The Federal Aviation Administration (FAA) is seeking more comments on a proposal to establish a category for primary aircraft. The proposal calls for simplified FAA certification requirements for a new category of personal use, single-engine aircraft that would be less expensive to certify. Such an aircraft would have to first meet FAA safety requirements and would be restricted to a single piston engine of no more than 200 horsepower, no more than four seats, an unpressurized cabin, and gross weight not greater than 2,500 pounds. The comment period has been extended to September 30, 1991. Comments must be in triplicate and mailed to FAA Office of Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 23345, 800 Independence Avenue, Washington, D.C. 20591.

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SHOOT 'EM DOWN LEGISLATION AGAIN PROPOSED: Representative Lawrence Coughlin of PA is once again attempting to have legislation introduced that will allow the United States Coast Guard (USCG) to shoot down aircraft suspected of smuggling drugs into the U.S. He unsuccessfully attempted to have his bill attached to a USCG funding bill in June. In spite of the strong opposition from the Aircraft Owners and Pilots Association (AOPA), and several other national aviation organizations, the Federal Aviation Administration (FAA), Department of Defense (DOD), and the Drug Enforcement Administration (DEA), Representative Coughlin is still determined to "put an end" to illegal drug smuggling by shooting down airplanes suspected of the illegal act. The thoughts of such legislation passing must send chills up most pilots' backs as it does mine. Anyone who has flown into countries south of the United States border knows how unlikely it is to have your required flight plan forwarded to your U.S. arrival airport.

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FAA LOWERS MEA'S IN WESTERN MONTANA: After a lengthy period of review in response to concerns raised by the Montana Aeronautics Division, the FAA has agreed to lower the minimum enroute altitude between Missoula and Kalispell to 13,000 feet. A couple of years ago the FAA raised that MEA from 11,000 feet, where it had been for decades, to 16,000 feet. I received many complaints from Montana pilots accusing the FAA of attempting to cure shortcomings in ATC's radar coverage in western Montana by raising the airplanes up to an altitude where they do have coverage. It also prevented most non-turbo charged GA airplanes from flying IFR on that airway. This, of course, also added a requirement for oxygen. Although the old 11,000 foot MEA was considered safe for many years, and I believe it is still safe at that altitude, I am grateful that the FAA has responded favorably by lowering it to 13,000 feet. ♦



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Thank You

Greetings,

EAA Chapter 57's fly-in at Laurel Airport was attended by approximately 260 guests and 30 aircraft throughout the day. Breakfast and lunch were served well into the afternoon while chapter members gave aircraft rides. Many guests also had the chance to ride with John Rech in his Grob glider. The sky divers were out in force making jumps throughout the day. The attendance and number of aircraft doubled that of the 1990 fly-in and Chapter 57 is looking forward to an even better fly-in next year. Chapter 57 thanks everyone who attended this event for their patronage and support – the prospects of a chapter hangar are getting closer!

Sincerely,
Patrick Kenney, President
EAA Chapter 57

Pilot's Right

(Courtesy of Transport Canada)

As PILOT-IN-COMMAND of an aircraft you HAVE NO RIGHT to endanger the lives of your passengers by:

- > loading the aircraft beyond its weight and balance limits,
- > omitting any flight planning or pre-flight steps,
- > carrying insufficient fuel,
- > not completing all systems checks and vital actions,
- > flying beyond the limitations of your current license or rating,
- > accepting an aircraft that is less than fully serviceable,
- > exceeding your duty time limits,
- > flying when you are not completely serviceable. . . even if your passenger asks you to.

Bud Mackay, Jr., passes away

Malcolm S. "Bud" Mackay, Jr., 82, a former top executive with Northwest Airlines, died July 17 in Red Lodge.

Mackay began his business career at 23 as managing partner of Mackay and Company, a leading Wall Street investment banking firm, following the death of his father.

He became director of the Minnesota-based Northwest Airlines in 1948 and executive vice-president in 1951. Mackay continued in active management until 1961 and served on the airline's board into the 1970s.

Mackay's interest in aviation dated back to his youth. He received his pilot's license in 1928 at 19 and flew cross-country between his home in New Jersey and the family ranch near Roscoe.

As a lieutenant colonel he commanded a Marine Corps transport unit during World War II. He piloted the first transport plane to land on Iwo Jima and Pololui during the U.S. invasion of the Japanese-held islands.

He spent the last 40 years as a leader in the Minneapolis-St. Paul business community.

Mackay collected western art and was instrumental in giving his family's collection of Charles M. Russell art to the Montana Historical Society in the mid-1950s. ♦

As PILOT-IN-COMMAND of an aircraft you HAVE EVERY RIGHT to expect your passengers to:

- > comply with your directions as to loading of the aircraft,
- > respect your request for silence during takeoff and the approach to land,
- > accept without complaint the nature of VFR flight and the possibility of delays or overnight stops en route,
- > follow your instructions in the event of an emergency. ♦

Calendar

Sept. 6 - 8 - MPA Fall Fly-in, Beacon Star Airfield, Lewistown: camping, motels, food, transportation, dance, directors' meeting.

Sept. 12 - 15 - Reno Air Races.

Sept. 22 - Felts Field Air Show, Spokane.

Sept. 20 - 22 - Mountain Search Pilot Clinic, Kalispell.

Sept. 28 - AOM board meeting, Helena.

Oct. 4 - 6 - EAA 20th Annual Copperstate Fly-in, Lovefield, Prescott, AZ. For more information call 800-477-0046.

Oct. 4 - 6 - Montana Flying Farmers Convention, Copper King Inn, Butte.

Oct. 10 - 11 - Montana Aeronautics board meeting, Helena.

Oct. 10 - 12 - Intercollegiate Safety & Education Flying Competition, Billings.

Oct. 18 - 19 - Big Sky Wing of OX5 Aviation Pioneers, Stardust Motor Lodge, Idaho Falls, 208-522-2910.

Dec. 7 - 50th Anniversary Confederate Air Force moves to Midland, Texas.

Jan. 16 - 17, 1992 - 16th Annual Aerospace Education Symposium, USAF Academy, CO.

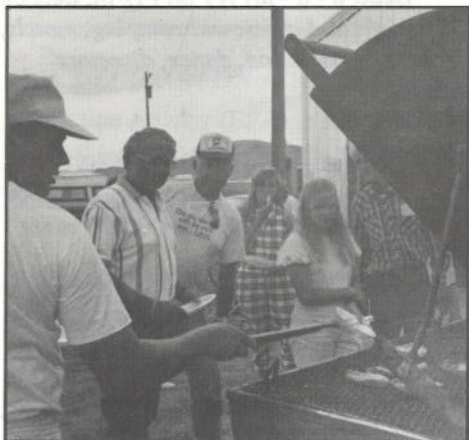
Feb. 7 - 9, 1992 - Flight Instructor Refresher Clinic (FIRC), Helena.

Feb. 26 - 29, 1992 - Montana Aviation Conference, Bozeman. ♦

Airport Directory Changes

Long Range Communications Outlet north of Helena has changed frequencies from 122.2 to 122.55. Please revise your airport directory for Helena airport. Radio listings: "RCO to GTFSS. . ." from 122.2 to 122.55.

Antiquers 14th annual gathering at Three Forks



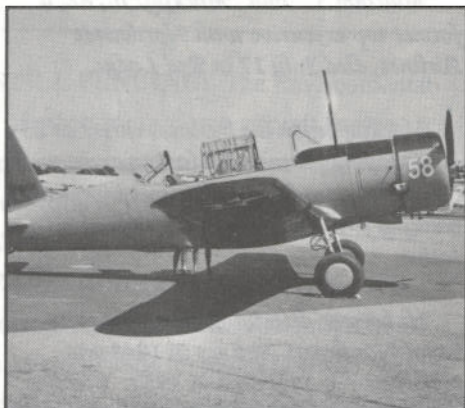
The Montana Antique Aircraft Association (MAAA) sponsored its annual fly-in, August 2-4. These hungry folks, including Bud Hall, Fly-In Chairman, look on as steaks are prepared for dinner Saturday evening.



Over 250 people and 140 planes gathered at Three Forks. These ladies take a break from the action.



Finding shade under airplane wings was very popular; Mother Nature cooperated and provided superb weather. Other activities included a potluck picnic, pilot briefing, spot landing contest, and flour bombing contest to name a few.



This 1941 BT-13A owned by Bob and Linda Marshall and Bob and Pat Green received the Best Warbird Award.



Frank Bass and others relax beside his 1929 Kari-Keen.



Robby Holman, Kalispell, arrived in his impressive Staggering Beach.



Ray Sanders presents Art Annecharico, Pacific Pallsades, CA, with one of the many door prizes that were given away. Art also received the Furthest To Fly Award.



Ernie Nichols was the lucky winner of a gorgeous painting donated by fellow aviator and artist Toni Heckel.



Dan Murry, Santa Paula, CA, was a door prize winner and also the recipient of the Best Antique Award.



Ray Sanders, President, MAAA, and Darlene Sanders, Secretary-Treasurer, MAAA, assisted in the presentation of the numerous door prizes, drawings and awards that were presented.

Nate goes to camp. . .

Nate Terning of Whitefish was the winner of the 1991 Aviation Poster Contest. Winnings included paid tuition to attend the annual Experimental Aircraft Association (EAA) Air Academy at Oshkosh, Wisconsin. Tuition came from donations from Montana's aviation community and was supplemented by the division's scholarship fund. Northwest Airlines provided Nate with a free round-trip airline ticket to the academy, which is held each year in conjunction with the EAA Convention and Fly-In.

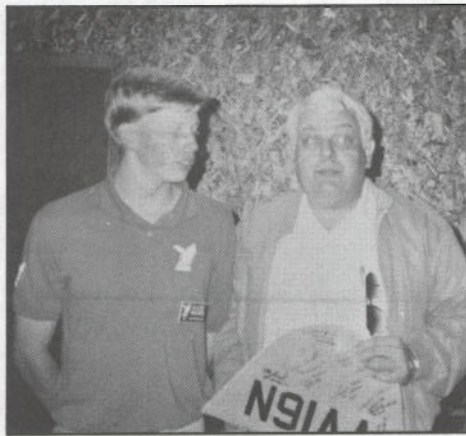
Nate is a Whitefish High School student and the son of Richard and Connie Terning. ♦



Nate Terning and Karrie Smith of Helena (1990 Aviation Poster Contest Winner) share academy experiences. Karrie attended the EAA Fly-In at Oshkosh and a special academy alumni ceremony.



This Stegman belongs to Brooks Martin of Bozeman.



Nate is congratulated by Chuck Larson, Director of Education, Experimental Aircraft Association.



Graduation is an exciting time and marks the end of the adventure for youth who attend the academy.



Darlene Sanders shows a bottle of glue that was part of a "Prop Repair Kit." Mike Mulroney gets a kick out of his winnings.



James Busey, Administrator, Federal Aviation Administration (on Mike Ferguson's left), met with a group of State Aeronautics Directors at the National Association of State Aviation Officials (NASAO) exhibit tent during the EAA Convention at Oshkosh.

Welcome new FBO's

Thompson Falls



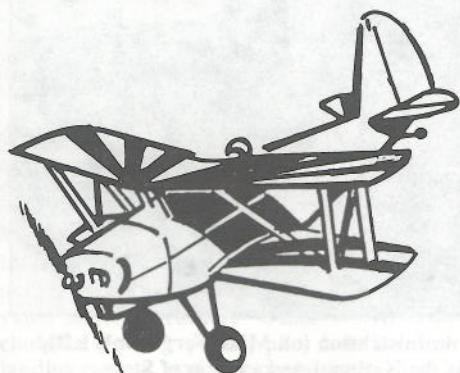
The Thompson Falls airport now has aviation fuel available thanks to Jim and Jeanie Carstens who are the new fixed base operators of the airport.

The Carstens moved recently from Othello, Washington, after many years of farming. The large hangar building was purchased and other airport facilities leased from the county.

In the future, Carsten plans to offer flight instruction, aircraft rentals and build and rent hangars for individual aircraft owners. A more immediate project will be the addition of a picnic area for all to enjoy.

Jim grew up in Polson and learned to fly in the 1950s. Jeanie is also a pilot.

Paul Walker will continue as airport manager.



Polson

The new fixed based operations at the Polson airport welcomed scores of guests to an open house in mid-July. George and Kim Yakush, owners of Mission Mountain Aviation, offer light flight clothing for sale and have a collection of instructional videos for loan to pilots. Also available are scenic tours of the area, aerial photography, rentals and flight instruction. Future plans include a small cafe, and the

possibility of adding heli-skiing and "copter tours."

George hopes to get young people involved in flying through lessons and jobs at the airport. He hopes to develop flying clubs for high school and college students, plus a local EAA chapter.

Pictured below are George and Zachary Yakush at Mission Mountain Aviation.



Low-flying exam

(Courtesy of Transport Canada)

Low flying is a killer. Before you even contemplate it, try this test. It may change your mind and save your neck.

1. How much airspeed will you lose if you slam your aircraft into a 45-degree bank turn?
2. What rate and radius of turn will you get in a 45-degree bank turn?
3. How much space will you need to do a 180-degree turn?
4. How much more space will you need with a 20-kt wind behind you half way round the turn?
5. How far away can you see a wire?
6. If you have to jerk back on the stick to miss a wire, how much space will it take to change the flight path upwards?
7. If you have to pull up quickly straight ahead, what airspeed will you have after 300 feet of climb?
8. What do you do if you run a tank dry at low altitude?
9. Will your windshield withstand hitting a three-pound gull?
10. Do you still want to try some low flying? ♦

Hunting season and low flying – caution!

By: Fred Hasskamp, Chief
Safety and Education Bureau &
Erwin Kent, Administrator,
Law Enforcement
Dept. of Fish, Wildlife & Parks

Hunting season is fast approaching, and if this year is like past years, there will probably be an aircraft accident or two that will be attributable to spotting game from the air. In addition, each year, most often in the fall, the Department of Fish, Wildlife & Parks receives complaints about low flying aircraft disrupting outdoor recreation activities.

There are no specific regulations that prohibit the aerial observation of game animals. However, a review of FAR 91.79(c) is in order. It states: "Minimum safe altitudes, general. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: (a b & d omitted) (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure." It should also be noted that the Airman's Information Manual recommends flights be conducted at least 2,000 feet from terrain over wilderness areas.

While it's not unlawful to locate game animals with aircraft, it is a misdemeanor

to locate game and communicate the location thereof to any person on the ground by any means of air-to-ground communication, whatsoever. Section 87-3-126, MCA, also provides that no game birds or fur-bearing animals may be killed, taken, or shot from any aircraft including helicopters; nor may any aircraft be used for the purpose of concentrating, pursuing, driving, rallying, or stirring up any game or migratory birds, game animals, or fur-bearing animals. In addition, there are several statutes making it unlawful to harass livestock while flying.

It is important to realize that low flying, in addition to being potentially hazardous, can be offensive to persons on the ground - especially those who are hunting or engaged in other outdoor recreational activities. Such flying could also spoil a chance of a lifetime for a hunter stalking that bighorn ram or mountain goat, not to mention the elk hunter who may have invested days in scouting his quarry.

A concern for persons enjoying the outdoors can be demonstrated by avoiding low flight over areas open to hunting. This concern for others will go a long way toward improving public relations between the aviation community and the general public, while at the same time enhancing aviation safety. ♦

Yellowstone Airport

By: Gerald C. Burrows, Chief
Airport/Airways Bureau

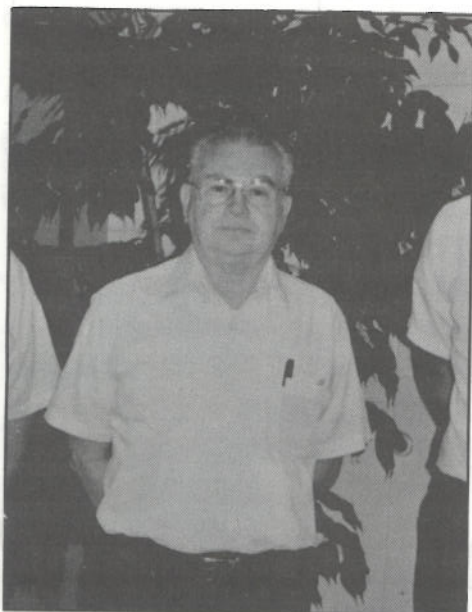
A contract for \$192,931 was awarded to Pioneer Ready Mix of Bozeman for new construction and rehabilitation work on the Yellowstone Airport this summer. Work consists of:

1. installing 27 new lighted runway hold signs, distance to go markers, taxiway signs and informational signs. The runway light radio controller will now provide three-step brightness control;
2. safety area grading between runway and taxiway (culvert modification);
3. new taxiway access will be provided for hangar construction, fencing, grading, etc.;
4. the existing northern 300 feet of the ramp area will be repaired and overlaid with a two-inch pavement. New tie-downs and markings will be provided.

Other improvements not included in Pioneer's bid are new emergency radios in three emergency and fire fighting vehicles and security signing on the airport perimeters.

These improvements are funded with 90% FAA Airport Improvement Project funds and 10% Yellowstone Airport proprietary funds.

This work is about 50% complete at this writing and most of the work will be finished by the end of September—weather permitting. ♦



Bill McCurdy retires

Edward W. McCurdy retired in June after 26 years at the Helena Vo-Tech Center. He taught Aviation Maintenance and prepared students for their A & P certificates.

Bill trained a tremendous number of aircraft mechanics over the years. He will be missed by his friends and the aviation industry.

Prior to joining the Vo-Tech, Bill taught school at Hamilton. He worked for Western Airlines at both Salt Lake City and Great Falls. Other employers include LA Airways and Helicopter and Boeing Missiles.

Good luck and enjoy your retirement! ♦

FAA issues certificates

Private

Charles Adams	Missoula
James Corn	Missoula
Troy Gaylord	Bridger
Richard Hargraves	Helena
William Hart	Great Falls
William Jones III	Dillon
Russell Milburn	Grass Range
Kenneth Rada	Bigfork
Steven Reitz	Roberts
Andrew White	Billings
Michael Wolfe	Red Lodge
Ronald Wolfe	Red Lodge

Instrument

Monte Baer	Ronan
Keith McJunkin	Laurel

Multiengine

William Koss	Billings
Michael Larsen	Billings

Balloon

Michael Hallsey	Plentywood
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ATP Multiengine Land

Richard Johnson	Butte
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Commercial Single Engine

David Lepoidevin	Harrison
Roy Volk	Great Falls

Commercial Multiengine Instrument

Donald Woerner	Laurel
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Certified Flight Instructor

Troy Gaylord	Bridger
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Certified Flight Instructor (Renew)

David Gellner	Billings
Russell Hamer	Helena
Robert Johnson	Lewistown
Leroy Keller	Kalispell
Michael Morrison	Helena
Paul Otis	Ronan
Brian Schwend	Forsyth

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